

REQUEST FOR ADMINISTRATIVE WAIVER OF THE JONES ACT - Public Law 105-383,
Title V

1. NAME OF THE VESSEL: Blue Moon

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2. OWNER INFORMATION:

NAME: John O'Rourke and Suzanne O'Rourke

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3. VESSEL OFFICIAL NUMBER (or HIN, OR STATE No.): 591443

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4. DATE OF VESSEL CONSTRUCTION: 1977

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5. PLACE OF CONSTRUCTION: Taipei, Taiwan

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6. SIZE, CAPACITY AND TONNAGE OF THE VESSEL (STATE WHETHER TONNAGE IS
MEASURED PURSUANT TO 46 U.S.C. 14502, OR OTHERWISE, AND IF OTHERWISE, HOW
MEASURED)

SIZE: 39.6 ft

TONNAGE: 21 Net

CAPACITY: 12

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Yes: ON

No:

Other:

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7. INTENDED COMMERCIAL USE OF VESSEL: Charters Services

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8. GEOGRAPHIC REGION OF INTENDED OPERATION AND TRADE: U.S. West Coast except for
S.E. Alaska and Washington
State.

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9. A STATEMENT ON THE IMPACT THIS WAIVER WILL HAVE ON OTHER COMMERCIAL
PASSENGER VESSEL OPERATORS, INCLUDING A STATEMENT DESCRIBING THE
OPERATIONS OF EXISTING OPERATORS: We anticipate a positive impact and a
positive relationship with the other charter operators. The majority of
local charter boats are larger vessels carrying 50-300 passengers. Our
intention is to provide small, intimate cruises for a type of charter
customer that is presently not being met. Also being a powerboat we offer
no competition to local sailing charter operators.
The efforts of our chartering will be to fill an identified, local need
but also to work with the larger charter boat fleet on a referral basis.
When we have requests for charters that
are beyond our ability to support, we would refer these guests to one of
the other local charter companies with the hope they in turn refer their
small opportunities to us. We will also be looking for this same
relationship with the sailing fleet. So in effect our advertising will
promote the entire local chartering community.

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10. A STATEMENT ON THE IMPACT THIS WAIVER WILL HAVE ON U.S. SHIPYARDS:
This should only result in a positive impact on local shipyards. We have
just completed an extensive time at a local shipyard hauled out for 7
months with constant work occurring. We have already made arrangements
with this same yard to come back for additional work to be done. Beyond

these outfitting & upgrades to the boat it will need regular maintenance to be done by the shipyards.

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11. BY SUBMITTING THIS INFORMATION YOU ARE DEEMED TO HAVE CERTIFIED THAT THE ABOVE INFORMATION IS TRUE AND CORRECT:

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